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PANAMACITY, FLA., AUG. 1, 1907.

Gov. Glenn and Judge Pritchard.

Every now and then there is a recrudescence of the old conflict between State and United States Courts. The statesmanship of a century and a quarter, the acumen of learned judges, and the common sense of an intelligent nation, have failed to produce that co-ordination of powers that might be expected between these two important branches of the judiciary, a condition absolutely essential to secure to the country that harmony which is necessary for its present and future welfare.

Within the past week North Carolina with its Governor, and the United States District court, through its Judge, as chief actors, have suddenly sprang into a notoriety, which has resulted in fixing upon them the attention of the press and people of the United States. Ever since the passage of the Inter State Commerce Act twenty years ago, followed by vigorous and often drastic legislation along the same lines in the various states, there have arisen questions of jurisdiction growing out of such legislation which have brought to the front, under 20th century conditions, the old doctrine of State Rights.

With the close of the Civil War one phase of this subject had been settled by force of arms. From the disastrous effects of that conflict the people had scarcely emerged before inter state railway building began to inject into the body politic as an economic and political problem, a new feature of State Rights which has now reached an acute stage as shown in conditions in North Carolina, and to a lesser degree in other states. Unlike the questions of seventy-five years ago which resulted in the formation of the State Rights doctrine, the issue today is not a sectional one, nor one upon which even the Democratic party, as in the past, are united. Mr. Bryan's declaration in favor of National ownership of railways going as far to the opposite extreme of the doctrine as it is possible to conceive.

Railway building in the past fifty years has so far changed conditions, obliterating state lines, and bringing together distant points and people, that new laws are absolutely necessary for the control of these gigantic public service utilities, and for the maintaining of the rights of the people, while on the other hand doctrinaires may continue to harp on State Rights, and their followers throw obstacles in the way of inter state commerce, but the people from Maine to Texas will demand their right to a speedy and safe passage of person and property across state lines to and from their respective places of business and abode.

Governor Glenn is to be commended in demanding that the laws of North Carolina be strictly upheld. He is not at fault if the laws be unjust, or as is claimed by the railways, unlawful and confiscatory; so long as they remain the laws of North Carolina, he must insist upon their being obeyed, even though in doing so he bring disaster upon his state, and cripple her railroads, and therefore her business interests. The surest way to secure the repeal of an unjust law is to enforce it.

On the other hand Judge Pritchard is certainly within his lawful authority in securing justice to the inhabitants of other states who hold property interests in North Carolina, or are acting as agents for such parties.

That both the Governor and the Judge should be able to maintain their prerogatives and uphold the laws without a conflict would seem to be a reasonable and just proposition, and one which the people of North Carolina, and of the remainder of the United States should demand

as their right, and must have secured to them without let or hindrance.

This question is now at its crucial point in every state in the Union. It is time that the better judgment of the people exemplified in Legislative, Executive and Judicial branches of the government, frame and enforce laws that will forever put an end to the dangers incident to such conflicts between the States and the United States as are now being witnessed in North Carolina and many other states of the Union.

Santa Rosa Dry.

The election held in Santa Rosa county last week has placed that county in the column of "Drys," adding one more to the steadily increasing majority for prohibition in the state. In the centers of population in that county there was a most vigorous campaign carried on by both sides, the result being small majorities for the "Wets," but these majorities were kept down by the active participation of the women in the campaign, to that extent that the country districts, always to be counted on for prohibition, turned the tide and downed the "Wets" by over 140 majority. The result in Santa Rosa is an illustration of our suggestion recently made that the success of the Prohibition cause in the South was largely due to the influence of our women. In this campaign it was the women who won the day. Their appeals, their campaigning, their earnestness, were too much for the money and aggressiveness of the liquor men, and they may be justly proud of the work they accomplished.

West Florida's Agricultural Boom.

West Florida is just on the beginning of an agricultural boom that is destined to develop this section and raise property values to an extent seldom before, if ever, witnessed in a newly discovered territory.

While West Florida is not exactly newly discovered, in one sense, it is, in another sense, a new and almost unknown land to the great world of industry, commerce, and development. Its resources of soil have hardly been scratched and its possibilities for development could not be estimated.

The write-ups which the Journal is now making of the various counties of West Florida will put this section before the world in a light in which it has never been viewed before. The Chipley and Washington county section in this edition will do more to exploit the advantages and resources of that county than has ever been done before, and what the Journal is doing in this case it intends to do for every county in West Florida.

People who are looking Floridaward will do well to look sharp and act quickly. We have thousands of acres of very cheap lands now. They are the best lands in the world, will raise the biggest crop in the world, and are now the cheapest in the world. The people who get in on the ground floor will be the best satisfied and the happiest people in the world.—Journal, Pensacola.

Death of U. S. Senator Pettus.

United States Senator Pettus, of Alabama, died at Asheville, N. C., from an attack of apoplexy, on the evening of July 27th. Thus within a very few weeks Alabama has lost both of her senators, men who have been landmarks in the Senate and national politics for many years. We attach a brief review of his career clipped from an exchange.

Edmund Winston Pettus, of Selma, was born in Limestone county, Ala., July 6, 1821, the youngest son of John Pettus and Alice T. Pettus; was educated in the common schools of Alabama and at Clinton college, Smith county, Tenn.; studied law in the office of William Cooper, then the leader in the bar of North Alabama, was admitted to the bar in 1842, and commenced the practice of law in Gainesville, Ala., as the partner of Hon. Turner Reavis. In 1844, was elected solicitor for the seventh circuit, served as a lieutenant in the Mexican war, and in 1849 resigned the office of solicitor and went on horseback to California. Elected judge of the seventh circuit after his return to Alabama in 1855, but resigned in 1858 and went to Dallas county, where he resided up to the time of his death. Resumed the practice of law as a member of the firm of Pettus, Pegues & Dawson, in 1861, went into the Con-

federate army as major of the Twentieth Alabama infantry, and soon after was made a lieutenant colonel and in October, 1863, a brigadier and served with distinction until the close of the war. After the war he resumed the practice of law. Ever since he became a voter he was a member of the democratic party. In November, 1896, was elected by the legislature of Alabama to the United States senate for the term commencing March 4, 1897, and was unanimously re-elected to the senate in 1903. His term would have expired on March 3, 1909.

Increase in Real Estate Values.

The steady increase in values of all kinds of real estate in the lower South is a source of wonderment even to those who always have been optimistic, while to the few pessimists it is a real shock. The following clipping from the Rambler, of Cordele, Ga., illustrates conditions that are to be found throughout lower Alabama, Georgia and Florida.

"Cordele property still goes skyward in value; good residence lots sell right along from \$1,000 to \$2,000, while desirable business lots can't be bought for less than \$4,000 to \$6,000. We thought two years ago that these lots were too high but twelve months later they had increased from forty to fifty per cent. in selling price, and during the past twelve months they have increased another fifty per cent. or more. Cordele is glorious and the end is not yet.

"And the end is not yet" as our contemporary states. With the further development of this region bringing in more diversified industries, and a greater population, real estate is bound to steadily increase in value. For years it has been a fallow field, untouched and unproductive. Now the eyes of the whole world are upon us, the immigrant seeking a genial climate is coming this way, the lands under scientific methods of farming are yielding bountiful diversified crops, our merchants and mechanics are prospering, and land values naturally partake of this universal prosperity. No better investment can be made today than purchasing real estate in this section of the South.

Agricultural Florida.

As an agricultural state Florida is just beginning to find herself. As was pointed out in an editorial extract quoted from the Clay County Times, Thursday, the agriculture of Florida has been largely experimental and must continue to be for some time.

How many things which it was asserted twenty-five or thirty years ago "would not grow in Florida" have since proved that they are well adapted to the Florida soil and climate?

Florida's semi-tropical climate presented problems to the first comers from more northerly states which they were forced to solve if they did not wish to grow the crops they found cultivated here. They knew that this is a semi-tropical state. But they did not perceive all that was implied in that fact. They had much to learn, much to unlearn. Those native to the state taught them what they had learned as to the management of a soil which yields abundantly and continuously under a Florida sun, but at much of which the newcomer still glances askance, knowing that it would have little value under a climate less genial than that of the Peninsula State. Those who were willing to adopt new methods thrived, they who were not, have proved failures as farmers.

But the agriculture of Florida was rather limited a few decades ago, compared with what it is today. In consequence, farming has been a matter of many experiments in this state. Floridians have learned much that was hardly dreamed of at the time the civil war closed about the capabilities of Florida soil and climate. We believe there is much yet to be learned.

Because of the fact that something like a new agriculture has to be practiced in this state, men who came from cities in more northerly states to Florida for their health, have become successful farmers here. Where so much was a matter of experiment and the methods of states with a bleak climate for part of the year had to be abandoned, the man new to agriculture, but intelligent, earnest and quick to learn, had an equal chance with old farmers new to the sub-tropics.

What an era of experiment set in after the Big Freeze in this state.

The recent long drought, with the knowledge that it may recur occasionally, if not often, in the future has set new problems which must be solved, sooner or later.—Jacksonville Times-Union.

SEEKING GULF OUTLETS.

Southern Railroads Have Faith In Panama Canal Completion.

A special dispatch from Columbus Ga., to the New York Commercial says: "That southern railroads have confidence in the completion of the Panama canal is indicated by the manner in which they are seeking outlets on the Gulf of Mexico. The Peninsula and Northeastern, which will be built at once from Pensacola, Fla., to Andalusia, Ala., will bridge an important gap, giving the Central of Georgia system, with 2,000 miles of mileage, direct entrance into a gulf port.

The work of building the Birmingham, Columbus and St. Andrew Bay, extending northward from St. Andrews bay on the Gulf of Mexico, is in progress between that port and Chipley, Fla. The road is to be built first to Columbus and then to Birmingham.

The Apalachicola Northern, the southern terminus of which is Apalachicola, Fla., another gulf port, has been completed to the Georgia line. It is expected that this road will be built on northward to Columbus and Atlanta, Ga.

It is acknowledged that Tampa, Fla., is to be the ultimate terminus of the Georgia, Florida and Alabama, now extending from Cutbert, Ga., to Carrabelle, Fla. The gap between Columbus and Cutbert will be filled in a short time.—Times-Union.

In addition to the above list should appear the Atlanta & St. Andrews Bay R. R., giving a direct trunk line north and south through western Alabama with its terminus here; also the several chartered lines from the north east to this bay.

The Highest Type of Public Servant.

The Manatee Record observes that, "Senator Mallory doesn't seem to be worried much about his seat in the senate. He continues to saw wood while the boys do the wind work."

Senator Mallory is not given to worrying, and he knows that in his two terms as senator he has zealously done his duty, as he always has done in public life, without any hooray or brass bands or press agents, relying on his work for his record and, perhaps a little too much, on the public knowing what he does for the state.

There is about him a certain reserve that prevents him from going out of the way to proclaim his services. It has often been said of him that this is bad politics. Perhaps so, but it gives him that much more time for his duties, and in his case, at least, has made him that much more valuable to the people, whom he trusts, because he has served them always with an eye single to their welfare, however powerful the enemies he has made or may make.

In the state legislature, in congress and in the United States senate, he has uniformly proved himself not only a valuable public servant, but one of the highest type that a republic can produce. He is equally incapable of subterfuge or truckling, to high or low, in private or public, and the success that has been his in public life has been, to an extent, true of very few men, due to his splendid ability and his exceptional integrity.—Pensacola Journal.

The Tampa State Fair.

The Tribune approves of the proposal to hold the annual state fair from February 3d to 26th. The month will be a convenient one for Florida's agriculturists, manufacturers and other producers to gather in hospitable Tampa, view the splendors of the exhibition and enjoy a stay in our attractive city—the largest in Florida.

It will, moreover, and with even more significance, be the height of the season when many thousands of tourists will be in Florida. These people, naturally, will be attracted to visit the fair—in fact, many of them will at that time be enjoying the delightful climate and hotel accommodations of Tampa. To them we must look more than to our own people, to

advertise the wonders of the state to the outside world, and, for that reason, it is especially fortunate that they will have the opportunity of beholding in the aggregate the attractions the commonwealth offers. They will mingle with thousands of people in other states of the Union and will bear to them such a glowing message of prosperity and physical attractiveness that they, in their turn, will come to experience them and many will be secured as permanent settlers.

The main point now is for a thorough agitation to be kept up in all sections by the press and public minded citizens, so that the people at large may be made to realize the importance of the occasion, all it means to Florida in the way of development, and to the future increased prosperity of the whole people of the state.—Tampa Tribune.

Railway News.

We clip the following item relative to a possible extension of the German American R. R. from Millville, from the Blountstown Democrat. If carried out this would eventually prove a line of great value to the bay country.

It is rumored that the Hillman Sutherland Company, of Jacksonville, and German American Lumber Company, of Pensacola, have effected an arrangement by which the latter railroad will cross the Chipola river in the neighborhood of Abe Springs, and run east to tap the fine tract of timber belonging to the first named company. This will put the road within six or seven miles of Blountstown, southwest. The rumor further says that it is the ultimate intention of the owners of this road, to connect it with a road that is being built from Augusta, Ga. In the event such rumors materialize, Blountstown bids fair to have two railroads within a reasonable future.

We clip the following items of railway news regarding roads in this section of the country from the Manufacturers Record of the 25th.

The Pensacola, Alabama & Tennessee Railroad is reported to be negotiating for terminals at the south end of Pinto island for its Mobile extension. Hartwell & Turner of Mobile own the island. Henry McLaughlin of Pensacola is president of the railroad.

The Pensacola, Mobile & New Orleans Railway Co., already incorporated in Alabama, has applied for a charter in Florida and proposes to build the Mobile extension of the Pensacola, Alabama & Tennessee Railroad. Henry McLaughlin, president; Rix M. Robinson, vice-president; W. J. Forbes, treasurer; C. E. Merritt, secretary, and J. W. Bullock, Jr., are the stockholders.

The Manufacturers' Record is informed that finance plans are completed for building the Georgia & Florida Railway. Construction consists of building links to connect several small railroads bought some time ago by Middendorf, Williams & Co. of Baltimore, J. S. Williams & Sons of Richmond and others. The International Trust Co. of Baltimore is interested. Call is made for payments of the first 20 per cent. of the cost, which is over \$5,000,000. A. E. Hess is chief engineer at Augusta, Ga.; contract to be let soon.

The Gulf Line Railway Co., capital \$400,000, has been granted a charter for a proposed line from Hawkinsville through Pulaski, Wilcox, Worth, Turner, Mitchell, Brady and Decatur counties to the Florida boundary, 130 miles, and thence through Florida to the Gulf of Mexico. It will be an enlargement of the Flint River & Gulf Railroad. The incorporators are C. A. Alford, J. S. Westberry, C. H. Hillhouse, R. H. Pinson, of Sylvester, T. R. Bennett and W. N. Spence of Camilla, Morgan Tompkins, J. J. Whitfield, T. B. Ragan, T. E. Lovejoy, W. C. Lovejoy, Henry E. Rhodes and T. H. Bridges of Hawkinsville and Jas. H. Taylor of Macon, Ga.

A section of last Sunday's Pensacola Journal was devoted to a write up of Chipley, and incidentally of Washington county. The advantages and prospects of Chipley were well presented, and such write ups must be of great benefit to all portions of West Florida that receive the attention of the Journal.